West Dover Connector

(Saulsbury Road Extension)

Working Group

Meeting No. 3
Modern Maturity Center
September 22, 2004







Working Group Members

Robert "Dick" Bewick Woodbrook Resident

Brian Belcher Crossgates/Mayfair Resident

> James Brown Mayor, Wyoming

Gerald Buckworth 34th Representative District

Steven Cain

President, Crossgates/Mayfair Homeowner's Association

Zachery Carter

Director. Dover Parks and Recreation

Gloria Chappell Lincoln Park Resident

Jane Edwards

Kesselring Property (East of New Burton Road) Colin Faulkner

Director, Kent County Department of Public Safety

James Galvin

Director, Dover Planning And Inspections

> Darren Harmon Kraft Foods

Connie Holland

Director, Office of State Planning Coordination

James Hutchison

Executive Director, Central Delaware Chamber of Commerce

Frank King

President, Wyoming Mills Homeowner's Association

Rob McCleary DelDOT Representative Milton Melendez

Department of Agriculture

Robert Mooney Mayor, Town of Camden

Jack Papen Farmer, Major Property Owner

Randi Pawlowski

Dover First Seventh-Day **Adventist Church**

Michael Petit de Mange Director of Planning Services, Kent County

> Ann Rider Crossgates/Mayfair Resident

Eugene Ruane Dover City Councilman - 2nd District

Robert Sadusky, Sr. Dover City Councilman – 2nd District

Reuben Salters Dover City Councilman – 4th District





Working Group Members

Deb Scheller Eden Hill Farm

Janice Sibbald
Crossgates/Mayfair Resident

Sammy Smith
Rodney Village Resident

Carl Solberg
Director, Kent County
Parks and Recreation

Steve Speed
Mayor, City of Dover

Ali Stark
Sherwood Resident

John Still

17th Senatorial District

Donna Stone
32nd Representative District

Donald Sylvester
President, Rodney Village
Homeowner's Association

Doris Kesselring Taylor

Kesselring Property

(West of New Burton Road)

Nancy Wagner
31st Representative District

Craig Wearden
Principal,
W. Reiley Brown Elementary School

John Whitby
Kent County Motor Sales Company

Juanita Wieczoreck
Executive Director,
Dover/Kent County MPO





Opening Remarks - Agenda

Field Tour

Dinner

Opening Remarks and Update on Resource

Agency Meeting

Update on City of Dover's Zoning Ordinance

Amendment

Revised Goals and Objectives

Key Observations from Field Tour

Preliminary Concepts

Breakout Teams - Work Session on

Preliminary Concepts

Brief Breakout Team Reports

Next Steps

Next Meeting Date and Agenda

Adjourn

Jay Kelley

James Galvin

Bob Kramer

Bob Kramer

DMJM+HARRIS

Breakout Teams

Breakout Team Facilitators

Jay Kelley

Bob Kramer





Opening Remarks - Project Notebook

- Tab 1 Meeting Slides
- Tab 2 Meeting Minutes from July 14th
- Tab 3 –11 x 17 Concept Maps
- Tab 4 Concept Pros and Cons
- Tab 5 Homework Assignment





Opening Remarks – Update on Resource Agency Meeting & Field Tour

- Tour- August 31, 2004
- Introduction to:
 - natural and built environment
 - traffic issues
 - engineering issues
 - ideas generated by Working Group







City of Dover's Zoning Ordinance Amendment

Traditional Neighborhood Design

Mixed Use

City-wide Application





Revised Goals

 Improve the transportation system on the west side of the City of Dover to better accommodate north-south travel movements by developing and evaluating alternatives to connect extend Saulsbury Road with New Burton Road and possibly US Route 13





Revised Goals

 Improve the transportation system on the west side of the City of Dover to better accommodate north-south local travel movements by developing and evaluating alternatives to extend Saulsbury Road





Revised Objectives

Mobility/Congestion/Access

- Provide improved travel options on the south and west sides of the City of Dover for northsouth travel for residents and businesses in surrounding communities and neighborhoods
- Reduce existing and future north-south traffic congestion on the <u>south and</u> west sides of Dover by providing additional capacity, where needed





Revised Objectives

- Land Use Planning, Economic Growth
 & Development
 - Maximize the compatibility of proposed transportation improvements with the comprehensive plans of Dover, Wyoming, Camden and Kent County and with the longrange plan of the Dover/Kent County MPO





Revised Objectives

Public Outreach

 Establish consensus regarding the best way to extend Saulsbury Road to connect with New Burton Road and possibly US Route 13





Key Observations from Field Tour

Common Concerns

Common Questions





Ideas for Alternatives – Breakout Team Results

There were a total of 25 ideas for the West Dover Connector from the 6 break-out groups:

- ? 20 of the 25 ideas suggested an extension of Saulsbury Road
- ? 18 of the 25 ideas suggested that the connector road extend up to US 13
- ? 11 of the 25 ideas suggested that the connector road tie in with Charles Polk Road
- ? 6 of the 25 ideas suggested an auxiliary connection with Wyoming Mill Road
- ? 4 of the 25 ideas suggested a connection to Webbs Lane
- ? 3 of the 25 ideas suggested a connection to Wyoming Avenue
- ? 2 of the 25 ideas suggested a connection to New Burton Road only
- ? 2 of the 25 ideas suggest the No-Build option





Table 2 Overall Ideas From Working Group Break-Out Session

1

Ideas for Extension of Saulsbury Road

No.	Concept #	Connector Concept – General Description	Ideas from Group 1 Evio	Ideas from Group 2 Marge	Ideas from Group 3 Erich	Ideas from Group 4 Ed	Ideas from Group 5 Andrew	Ideas from Group 6 Chris
1	1	No Build	1		1			
2	2	Connection to New Burton Road Only	(I)	1				
3	3	Connection to Wyoming Avenue	1	1				
4	4	Connection to Webbs Lane	1	1				
5	5	Connection to Wyoming Mill Road	1					
6	6	Connection to Charles Polk Road		(I)		1		1
7	7	Connection to US 13 around Towns of Camden and Wyoming					1	





Table 2 Overall Ideas From Working Group Break-Out Session



Ideas for Extension of Saulsbury Rd. with Multiple Connections

No.	Concept #	Connector Concept General Description	Ideas from Group 1 Evio	ldeas from Group 2 Marge	Ideas from Group 3 Erich	Ideas from Group 4 Ed	Ideas from Group 5 Andrew	Ideas from Group 6 Chris
8	4 + 5	Multiple connections to Webbs Lane and Wyoming MIII Road	•		1			
9	5 + 6	Multiple connections to Charles Polk Road and Wyoming Mill Road	(I)		1			1
10	3+5+6	Multiple connections to Wyoming Avenue, Charles Polk Road , and Wyoming Mill Road						<u>(1)</u>



Table 2 Overall Ideas From Working Group Break-Out Session

Ideas for not Extending Saulsbury Rd.

No.	Concept #	Connector Concept – General Description	Ideas from Group 1 Evio	Ideas from Group 2 Marge	Ideas from Group 3 Erich	Ideas from Group 4 Ed	Ideas from Group 5 Andrew	Ideas from Group 6 Chris
11	8	Widen North Street east of Saulsbury Road or provide new parallel road in this area		1				
12	9	Wyoming Mill Road to Charles Polk Road connection					1	
13	10	Realignment of Wyoming Mill Road at Hazlettville Road / North Street				1		



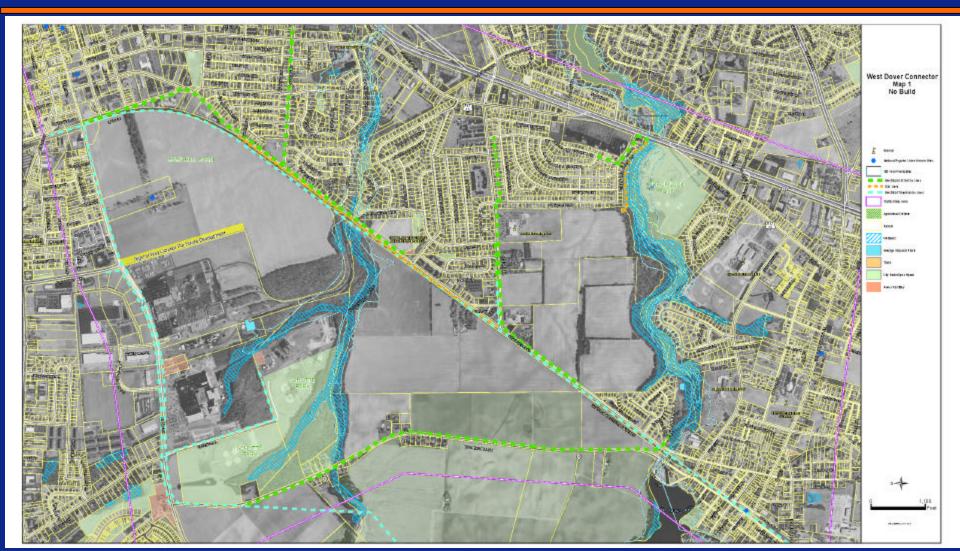


- Concept Maps
- D+H provides a review using a map of each concept:
 - General description
 - What is "on structure" (in the air)
 - Where elevations would likely change
 - What movements are made via ramp, are at-grade and are metered by traffic control device





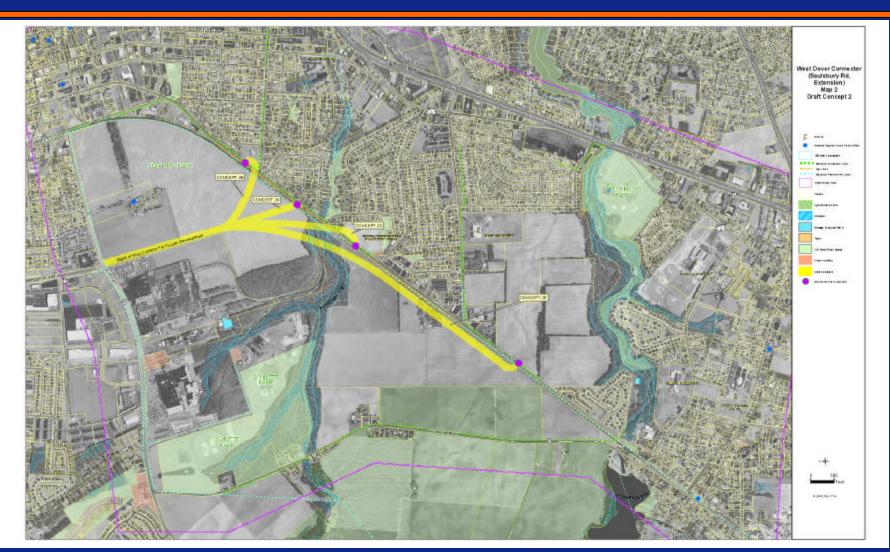
No Build







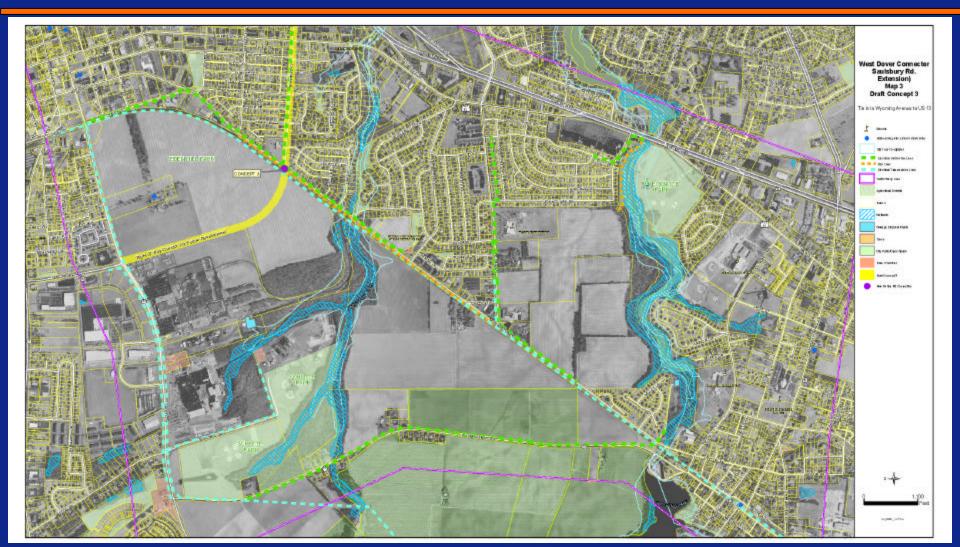
Stop at New Burton Road – 4 Options







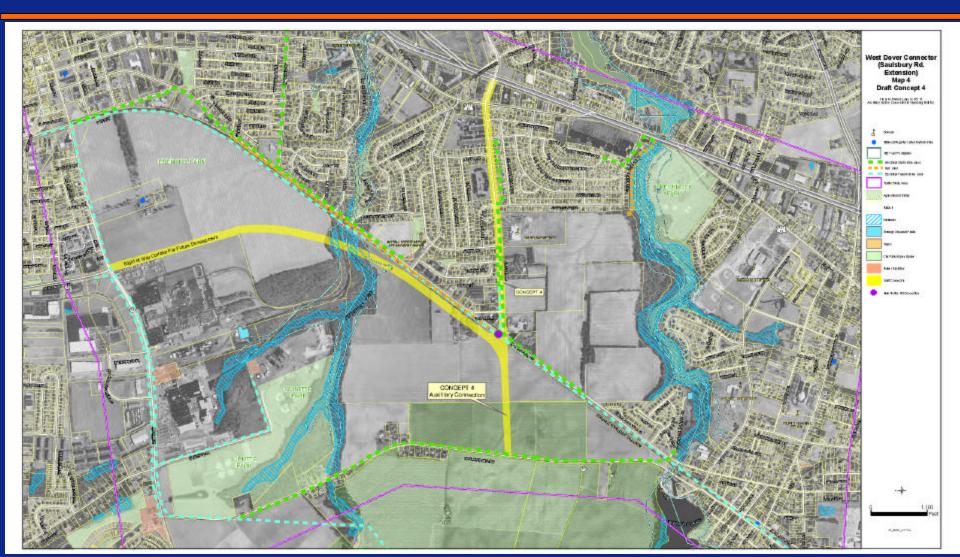
Tie into Wyoming Avenue to US 13







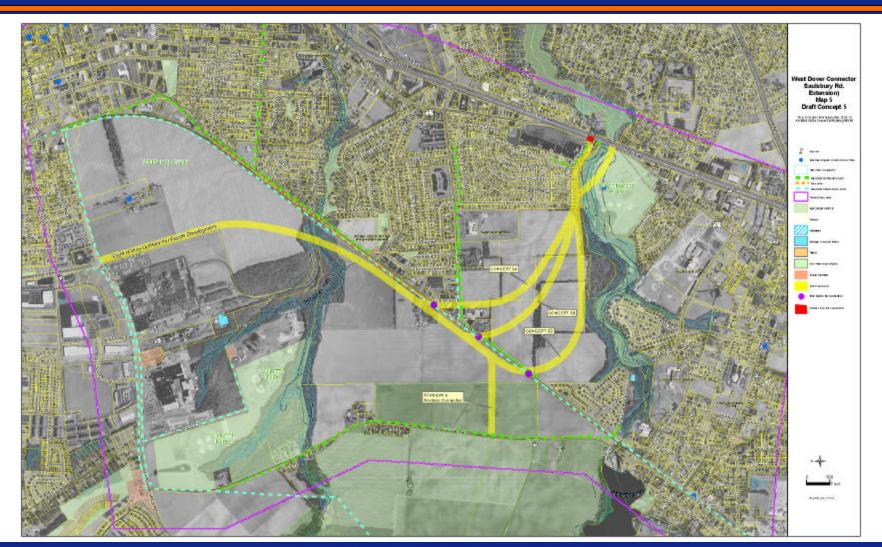
Tie into Webbs Lane to US 13







Tie into Charles Polk Road to US 13







Bypass Camden and Wyoming and Connect to US 13







Connect to New Burton Road North of Wyoming Avenue, Widen New Burton Road and Connect to Charles Polk Road to US 13







Connect Wyoming Mill Road to Webbs Lane to US 13







Connect Wyoming Mill Road to Charles Polk Road to US 13







Other Ideas







Concepts – Pros and Cons

No.	Concept	Concept Roadway Layout & Features		Traffic and Travel Patterns (Mobility, Congestion, Access, Safety)	Natural Environment (Land Use Planning, Environment)	Social/Built Environment (Land Use Planning, Environment, Aesthetics)
1- 10	For the No Build and for each Build Concept	This area of the matrix provides a general description of the conceptual roadway, its connection points, and any structures and interchange ramps	Pros	This area of the matrix provides a general assessment of the possible benefits to: Relieving cutthrough traffic Providing access to transportation facilities to/from neighborhoods and destinations Reducing travel distance and time Improving performance of existing problematic intersections Improving traffic operations for specific movements Improving access across NS railroad Improving traffic circulation	This area of the matrix provides a general assessment of the possible avoidance of affects to: • waterways • wetlands • floodplains • habitats of potential associated threatened and endangered species	This area of the matrix provides a general assessment of the possible avoidance of affects to: • existing development for right-of-way acquisition • future development that may occur • parklands, farmland & farmland preservation districts • historic and archeological resources • visual quality, air quality, noise and light And, a general assessment if the opportunity exists to provide or improve access to existing and future parkland





Concepts – Pros and Cons

No.	Concept	Roadway Layout & Features	Pros/ Cons	Traffic and Travel Patterns (Mobility, Congestion, Access, Safety)	Natural Environment (Land Use Planning, Environment)	Social/Built Environment (Land Use Planning, Environment, Aesthetics)
1-	For the No Build and for each Build Concept	This area of the matrix provides a general description of the conceptual roadway, its connection points, and any structures and interchange ramps	Cons	This area of the matrix provides a general assessment of the possible negative effects or lack of addressing study area traffic problems, where applicable, regarding: • Cut-through traffic • Access to facilities and destinations • Travel distance and travel time • Intersection performance • Traffic operations for specific movements • Access across NS railroad • Traffic circulation • Traffic safety issues	This area of the matrix provides a general assessment of the possible adverse affects to: • waterways • wetlands • floodplains • habitats of potential associated threatened and endangered species	This area of the matrix provides a general assessment of the possible adverse affects to: • existing development for right-of-way acquisition • future development that may occur • parklands, farmland & farmland preservation districts • historic and archeological resources • visual quality, air quality, noise and light And, a general assessment if no opportunity exists to provide or improve access to existing and future parkland





Working Group

- Breakout Teams Work Session on Concepts
 - Review the concepts generated
 - Are there other ideas?
 - What are your likes and dislikes?
 - What questions need to be answered/ information needed?





Ideas for Alternatives

- Brief Breakout Team Reports
- Reminder: Homework Assignment due Oct 1st





Next Steps

- Working Group Homework Likes/Dislikes – due October 1st
- Team Will Use Feedback to Refine Conceptual Ideas and Pros/Cons
- Meet in October to Discuss Alternatives
- Hold Public Workshop on Alternatives
 - schedule will be determined based on progress of October meeting





Next Meeting

Fourth Working Group Meeting

Time and Date

Wednesday, October 20, 2004, 5:30PM

Location

Modern Maturity Center, DuPont Ballroom

1121 Forrest Avenue

Dover, DE 19904

Save the Date - Possible Public Workshop

Wednesday, November 10, 2004



